

Serial No.: 10/707,763
Confirmation No.: 1762
Applicant: NILSSON, Ingemar *et al.*
Atty. Ref.: 07589.0152.PCUS00

AMENDMENTS TO THE CLAIMS:

Please enter new claims 14 - 19 amend the claims 1, 7, 9 and 13 as follows:

1. (Currently Amended) A device for suspension of a cab (4) on a ~~vehicle~~ frame (3) of a vehicle, comprising a connector (5) having a firm connection to the cab (4) or alternatively to the frame (3) and a first element (1) adapted mainly for reducing ~~configured to reduce~~ transmission of shocks/vibrations from the vehicle frame (3) to the cab (4), said first element being connected firmly in one of the vehicle frame (3) and the cab (4) and a second element (2) ~~adapted mainly for taking~~ configured to take up load in roll-over the event of, for example, accident situations, said first and second elements (1, 2) being arranged serially on said connector in a vertical direction of the vehicle, ~~and the device comprising means (5) for connecting the cab (4) and the vehicle frame (3), said first and second elements (1, 2) being arranged on said connecting means (5), said first element (1) is connected firmly in the vehicle frame (3), or alternatively in the cab (4), and in that said connecting means (5) is connected firmly to said first element (1) and also to the cab (4), or alternatively to the vehicle frame (3), said connecting means (5) constituting the firm connection between said first element (1) and the cab (4), or alternatively the vehicle frame (3).~~
2. (Original) The device as claimed in claim 1, wherein said first and second elements (1, 2) are arranged at a mutual spacing in said vertical direction.
3. (Original) The device as claimed in claim 1, further comprising a part (7) of the vehicle frame (3) which serves for taking up load and is arranged serially in said vertical direction.
4. (Original) The device as claimed in claim 3, wherein said second element (2) is adapted to act against said part (7) for taking up load when a certain spacing between the cab (4) and the vehicle frame (3) is reached.

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5. (Original) The device as claimed in claim 1, wherein said first and second elements (1, 2) constitute separate detachable units.

6. (Original) The device as claimed in claim 1, wherein said connecting means (5) comprises at least one elongate member (8), which member (8) connects said first element (1) and the cab (4), or alternatively the vehicle frame (3).

7. (Currently Amended) The device as claimed in claim 6 ~~4~~, wherein said first and second elements (1, 2) are arranged at a mutual spacing in the longitudinal direction of said elongate member (8).

8. (Currently Amended) The device as claimed in claim 6, wherein said elongate member (8) is provided with threads (9) with the same pitch in on the one hand the part which is intended to be screwed firmly into said first element (1) and on the other part which is intended to be screwed firmly to the cab (4), or alternatively the vehicle frame (3).

9. (Currently Amended) The device as claimed in claim 1, wherein the first element (1) is ~~of the "viscous mount" type, which is preferably of the liquid-filled type.~~

10. (Original) The device as claimed in claim 1, wherein the second element (2) is arranged firmly on said connecting means (5) in a position between the first element (1) and the vehicle frame (3) in a case where said first element (1) is connected firmly in the vehicle frame (3), or alternatively in a position between the first element (1) and the cab (4) in a case where said first element (1) is connected firmly in the cab (4).

11. (Original) The device as claimed in claim 1, wherein the second element (2) is adapted to take up forces in the lateral direction of the vehicle.

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12. (Original) The device as claimed in claim 1, wherein the second element (2) consists of one or more disk-shaped or plate-shaped member(s).

13. (Currently Amended) The device as claimed in claim 1, wherein the device is intended for use with a construction machine selected from the group consisting of ~~or contractor's machine such as, for example, a dumper and or a wheel loader.~~

14. (New) A device for suspension of a cab (4) on a frame (3) of a vehicle, comprising a connector (5) having a firm connection to the cab (4) or alternatively to the frame (3) and a first element (1) adapted mainly for reducing transmission of shocks/vibrations from the vehicle frame (3) to the cab (4), said first element is connected firmly in the vehicle frame (3) or alternatively in the cab (4) and a second element (2) adapted to act against a part (7) of the frame (3) for taking up load in the event of, for example, accident situations including roll-over of the vehicle when a certain spacing is reached between the cab (4) and the vehicle frame (3), said first and second elements (1, 2) being arranged serially on said connector in vertical direction of the vehicle.

15. (New) A device for suspension of a cab (4) on a frame (3) of a vehicle, comprising a connector (5) having at least one elongate member (8) providing firm connection of a first element (1) to the cab (4), or alternatively to the frame (3), said first element (1) adapted mainly for reducing transmission of shocks/vibrations from the frame (3) to the cab (4), and a second element (2) adapted mainly for taking up load in the event of, for example, accident situations including roll-over of the vehicle, said first and second elements (1, 2) being arranged serially on said connector in vertical direction of the vehicle, said elongate member (8) having a first portion and a second portion each with threads (9) of the same pitch wherein said first portion is intended to be screwed firmly into said first element (1) and said second portion is intended to be screwed firmly into the cab (4), or alternatively the frame (3).

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16. (New) A device for suspension of a cab (4) on a frame (3) of a vehicle, comprising a connector (5) having a firm connection to the cab (4) or alternatively to the frame (3) and a first element (1) adapted mainly for reducing transmission of shocks/vibrations from the vehicle frame (3) to the cab (4), said first element is connected firmly in the vehicle frame (3) or alternatively in the cab (4) and a second element (2) adapted mainly for taking up load in the event of, for example, accident situations including roll-over of the vehicle, said second element (2) is arranged firmly on said connector (5) in a position between said first element (1) and the frame (3) when said first element (1) is connected firmly in the frame (3), or alternatively in a position between the first element (1) and the cab (4) when said first element (1) is connected firmly in the cab (4), said first and second elements (1, 2) being arranged serially on said connector in vertical direction of the vehicle.

17. (New) A device for suspending a cab (4) on a frame portion (3) of a vehicle comprising:

a connector unit (5) having a firm connection to the cab (4);

a first element (1) mounted on the connector for firm attachment of the first element (1) to the frame portion (3) to limit vibrations transmitted from the frame portion (3) to the cab (4); and

a second element (2) mounted on the connector between the cab (4) and the first element to reduce cab instability leading to roll-over of the vehicle.

18. (New) The device of claim 17, wherein the connector unit is an elongate connector having first and second ends.

19. (New) The device of claim 18, wherein the first element (1) is mounted firmly at the first end of the elongate connector and the second element (2) is mounted adjacent to the second end of the elongate connector.

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20. (New) A device for suspension of a cab (4) on a vehicle frame (3), comprising a first element (1) configured to reduce transmission of normal operating shocks/vibrations from the vehicle frame (3) to the cab (4), and a second element (2) configured to take up load in roll-over situations, said first second elements (1, 2) being arranged serially in vertical direction of the vehicle, and the device comprising means (5) for connecting the cab (4) and the vehicle frame (3), said first and second elements (1, 2) being arranged on said connecting means (5), said first element (1) is connected firmly in the vehicle frame (3), or alternatively in the cab (4), and in that said connecting means (5) is connected firmly to said first element (1) and also to the cab (4), or alternatively to the vehicle frame (3), said connecting means (5) constituting the firm connection between said first element (1) and the cab (4), or alternatively the vehicle frame (3).

21. (New) A device for suspension of a cab (4) on a vehicle frame (3), comprising a first element (1) adapted mainly for reducing transmission of shocks/vibrations from the vehicle frame (3) to the cab (4), and a second element (2) adapted mainly for taking up load in the event of, for example, accident situations, said first second elements (1, 2) being arranged serially in vertical direction of the vehicle, and the device comprising means (5) for connecting the cab (4) and the vehicle frame (3), said first and second elements (1, 2) being arranged on said connecting means (5), said first element (1) is connected firmly in the vehicle frame (3), or alternatively in the cab (4), and in that said connecting means (5) is connected firmly to said first element (1) and also to the cab (4), or alternatively to the vehicle frame (3), said connecting means (5) constituting the firm connection between said first element (1) and the cab (4), or alternatively the vehicle frame (3), a part (7) of the vehicle frame (3) which serves for taking up load and is arranged serially in said vertical direction, said second element (2) is adapted to act against said part (7) for taking up load when a certain spacing between the cab (4) and the vehicle frame (3) is reached.

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22. (New) A device for suspension of a cab (4) on a vehicle frame (3), comprising a first element (1) adapted mainly for reducing transmission of shocks/vibrations from the vehicle frame (3) to the cab (4), and a second element (2) adapted mainly for taking up load in the event of, for example, accident situations, said first second elements (1, 2) being arranged serially in vertical direction of the vehicle, and the device comprising means (5) for connecting the cab (4) and the vehicle frame (3), said first and second elements (1, 2) being arranged on said connecting means (5), said first element (1) is connected firmly in the vehicle frame (3), or alternatively in the cab (4), and in that said connecting means (5) is connected firmly to said first element (1) and also to the cab (4), or alternatively to the vehicle frame (3), said connecting means (5) constituting the firm connection between said first element (1) and the cab (4), or alternatively the vehicle frame (3), said connecting means (5) comprises at least one elongate member (8), which member (8) connects said first element (1) and the cab (4), or alternatively the vehicle frame (3), said elongate member (8) is provided with threads (9) with the same pitch in on the one hand the part which is intended to be screwed firmly into said first element (1) and on the other part which is intended to be screwed firmly to the cab (4), or alternatively the vehicle frame (3).

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23. (New) A device for suspension of a cab (4) on a vehicle frame (3), comprising a first element (1) adapted mainly for reducing transmission of shocks/vibrations from the vehicle frame (3) to the cab (4), and a second element (2) adapted mainly for taking up load in the event of, for example, accident situations, said first second elements (1, 2) being arranged serially in vertical direction of the vehicle, and the device comprising means (5) for connecting the cab (4) and the vehicle frame (3), said first and second elements (1, 2) being arranged on said connecting means (5), said first element (1) is connected firmly in the vehicle frame (3), or alternatively in the cab (4), and in that said connecting means (5) is connected firmly to said first element (1) and also to the cab (4), or alternatively to the vehicle frame (3), said connecting means (5) constituting the firm connection between said first element (1) and the cab (4), or alternatively the vehicle frame (3), the second element (2) is arranged firmly on said connecting means (5) in a position between the first element (1) and the vehicle frame (3) in a case where said first element (1) is connected firmly in the vehicle frame (3), or alternatively in a position between the first element (1) and the cab (4) in a case where said first element (1) is connected firmly in the cab (4).

24. (New) The device as claimed in any one of claims 20-23, wherein said first and second elements (1,2) are arranged at a mutual spacing in said vertical direction.

25. (New) The device as claimed in any one of claims 20-23, further comprising a part (7) of the vehicle frame (3) which serves for taking up load and is arranged serially in said vertical direction.

26. (New) The device as claimed in any one of claims 20 and 22-23, wherein said second element (2) is adapted to act against said part (7) for taking up load when a certain spacing between the cab (4) and the vehicle frame (3) is reached.

(New) 27. The device as claimed in any one of claims 20-23, wherein said first and second elements (1, 2) constitute separate detachable units.

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(New) 28. The device as claimed in any one of claims 20-21 and 23, wherein said connecting means (5) comprises at least one elongate member (8), which member (8) connects said first element (1) and the cab (4), or alternatively the vehicle frame (3).

(New) 29. The device as claimed in claim 28, wherein said first and second elements (1, 2) are arranged at a mutual spacing in the longitudinal direction of said elongate member (8).

(New) 30. The device as claimed in any one of claims 20-23, wherein the first element (1) is liquid-filled.

(New) 31. The device as claimed in any one of claims 20-22, wherein the second element (2) is arranged firmly on said connecting means (5) in a position between the first element (1) and the vehicle frame (3) in a case where said first element (1) is connected firmly in the vehicle frame (3), or alternatively in a position between the first element (1) and the cab (4) in a case where said first element (1) is connected firmly in the cab (4).

32. (New) The device as claimed in any one of claims 20-23, wherein the second element (2) is adapted to take up forces in the lateral direction of the vehicle.

33. (New) The device as claimed in any one of claims 20-23, wherein the second element (2) consists of one or more disk-shaped or plate-shaped member(s).

34. (New) The device as claimed in any one of claims 20-23, wherein the device is configured as a component for incorporation upon a dumper or a wheel loader.